

HANBRIDGE WAS LATONIA FEATURE

Runs Away from Field in Fourth Event, Finishing Eight Lengths in Lead.

LATONIA, October 24.—The fourth event at a mile and a furlong was the feature of the card to-day. Hanbridge won the race in a hand, finishing eight lengths in lead. The race was run on a track which was never headed, winning easily by eight lengths. Summaries: First race—five and a half furlongs—All Red (4 to 1), first; Dispute (2 to 1), second; Roseburg II. (5 to 1), third. Time, 1:10. Second race—seven furlongs—Dr. Holberg (even), first; Alice Bird (1 to 2), second; Buffans (1 to 4), third. Time, 1:30. Third race—six furlongs—Marbles (2 to 1), first; Camillus (5 to 2), second; Honest (out, show) third. Time, 1:16-1-5. Fourth race—mile and a sixteenth—Hanbridge (13 to 5), first; Old Honey (1 to 2), second; Colonel Jack (out, show) third. Time, 1:44-2-3. Fifth race—mile and a sixteenth—Estrella C. (13 to 5), first; Sever (2 to 5), second; Annetta Lady (out, show) third. Time, 1:34-1-5. Sixth race—mile and three-sixteenths—Carw (2 to 1), first; Red (out, show) second; Heavering (out, show) third. Time, 2:05-1-5.

ROBERTSON DRIVES HIS CAR TO VICTORY

(Continued From First Page.)

were running when the race was called off. None of them was smashed up, the wheels being caused for the most part by cracked cylinders or engine trouble. The race was robbed of a part of its interest almost before it was well under way by the misfortune that attended young Lewis Strang. When his Renault car was pushed up to the starting line immediately after George Robertson had vanished upon the course, Strang's mechanic found it impossible to crank up the engine. The thing simply would not work. Strang tore his hair in his despair. The car was backed off to one side, and for nearly half an hour the driver and his helpers toiled and sweated over the engine before they could get them going. When at last they consented to work Strang had lost over twenty-eight minutes by the delay. He started, but after going three laps he burned out a clutch, and had to give up a task that was well-nigh hopeless when he began it.

The only serious accident for which the race was responsible occurred after the crowd had swarmed out upon the track. Florida was bowling along at a high speed in his Locomobile, when a young man, who subsequently said he was David Schuy, of Jacksonville, ran in front of him and was knocked down. He got a broken leg and some bad bruises, but will probably recover.

Crowds Were Immense. It is almost impossible to give any accurate estimate of the number of persons who saw the race. Some guesses run as high as 20,000, but the real total was probably at least 50,000 below that figure. The light rain that fell in the early morning hours doubtless kept a good many folks away, but for all that it was a big crowd and a most enthusiastic one. They came by train, by automobiles, thousands of them in rubber-neck wagons, in teams and on foot. Thousands of people arrived early the previous evening, and spent the night in the city, and the crowd that gathered on Sunday morning was the largest that has ever gathered in the city. The searchlights of thousands of automobiles flickered through the clouds, and the buzz of human voices, and occasionally, as 5 o'clock approached, the nerve-shattering roars of the racing cars could be heard as they approached the starting point. The throng that surrounded the starting point in the early days began to break through the sullen clouds.

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Crowd Hard to Control. It took the officers an hour to get the spectators off the track to let the racers get to the line, ready to start. However, as the drizzle decided to quit, and it began to grow light, with every prospect that the clouds would break away, the improved weather conditions were reflected in the temper of the crowd.

Before dawn the scene from the railroad tracks was worth seeing. From the slight eminence a wide sweep of the eye could pretty nearly follow the entire course of the race-track. All along its length automobiles were backed up outside the fences, and the line of the course was stereotyped against the background of the sky by the brilliant lights of the cars, while the high lights were dotted here and there by the lanterns at the rear.

Fully an hour before the starting time the first of the racers began to crawl down the course from their various garages. They needed no searchlights. They announced their coming with roars that any stage manager of grand opera would give his head to be able to reproduce for the benefit of Mr. Wagner's fabled "Fafner." Moreover, they spouted sheets and streaks of blue and red flame from their exhausts, the while they shivered and shook and trembled as if it were only by superhuman self-control that they restrained themselves from leaping through the gathering throng like the space-destroying monsters they were.

Over, between and beneath them tolled sounds of dark figures, hurrying here and there, delving in the insides of the machinery and altogether behaving like a lot of hostlers busy in

FIVE YALE STARS, WHO ARE WORKING FOR THE BLUE



COREY, QUARTER BACK.



BRIDES, HALF BACK.



KILPATRICK, LEFT TACKLE.



BURCH, CAPTAIN AND END.



COY, FULL BACK.

grooming a stable full of dragons for a combat to the death.

Start Postponed Till 6:30.

It was originally proposed to start the race about 5 o'clock, but this plan was abandoned on the complaints of several of the drivers, who said that at that hour the eastern light, coming directly in their faces, was extremely annoying. The starting was therefore postponed until 6:30. Meantime the rain had ceased and the breeze had freshened and was rapidly drying out the track. Then complaints came to the race officials that the crowd at various points along the course had become unmanageable. Reinforcements were hurried out to meet the emergency, especially at Jericho, and presently things were in better shape.

Ten minutes before the starting hour Florida and his big Locomobile crept slowly up to the line with a horrible howl. The car crossed the line and then backed up to it again, and the driver and his helper jumped out to do a last little tinkering with their howling pet. They were clad in black, and in the gloom of the morning looked like a couple of gnomes. At 6:29 they got into their seats, the mechanic began to work the air pump, and the monster then emitted roarings that made his previous efforts seem merely like practice. Thousands of people got out their watches, for the time was getting short. When it got down to a matter of seconds counted them off. "Nine, eight, seven, six, five, four, three, two, one, go," he shouted.

Florida Starts First.

With a terrific bellow and a sort of sulphuric flame, the huge gray car leaped from under the starter's hand and disappeared down the course. One minute later the Knox car, with Dennis on the wheel, shot away to the eastward as if hurled by the hand of Jove himself. The monsters shot up the line and flashed like angry comets into the dawn.

There was only one exception, the Renault, which refused to flash. Robertson, with his Locomobile, and Lytle, with his Isotta, the same car that won the Briar Cliff and the Savannah road races, each got a big hurrah as they departed on the wings of the wind, but perhaps Foxhall Keene, and his Mercedes got a bigger send off than either of them. Robertson and Lytle, each acknowledged the cheering by a wave of one hand that was still in the air when the cars disappeared, but Keene gave no sign that he noted the applause.

Crowd Waits, Eats and Drinks.

Then the crowd settled down to wait, ate sandwiches and drank what it could get. It lacked only a few minutes of 7 o'clock when for the first time was heard the familiar cry, "Car coming!" There a dull gray blot appeared, noiselessly at first, it slid with the speed of a dream coming down the course. Presently a dull, smooth purr could be heard. In a moment this grew to a roar, and the next instant something gray shot past.

Lytle was next past with his famous Isotta, covering the first lap in 21 minutes and 52 seconds. But even thus early in the race Robertson showed the mettle of his pet dragon. He did the first lap in 20 minutes and 54 seconds, which was at the rate of a trifle more than sixty-seven miles an hour. A groan went up as he put on the brake and came to a stop just beyond the grandstand.

It was nothing serious, just a leaking radiator that required a few pails of water, and in less than a minute Robertson was again roaring on his victorious course. It was not till the second lap that anything really thrilling happened for the benefit of the grandstand. At that time the Knox car, that Bourke drove, came into sight, closely pursued by Haupt's Chadwick, that for seven laps made a grand fight, and also by Striker with his Mercedes, but they passed the stand in that order. Just a few moments behind them, however, Robertson came twirling along, on his second lap, with Salzman and his Thomas car right at his heels. Robertson's radiator was

still a bit balky and, just as he got to the grandstand, he had to pull out a tiffle, while Salzman shot past. Robertson, however, was at that time the leading car.

Haupt, with the Chadwick, was second, and Lytle and the Isotta third, and it was not until the seventh lap that the Chadwick's magnetos went to the bad and eliminated that car from the contest. It was rather a pity, because on the fourth lap the Chadwick managed to creep into the lead by a margin of nearly three minutes.

Race Narrows Down to Two.

With the Chadwick out of business, through still going, and Striker's Mercedes eliminated by engine trouble, the race sifted down to Robertson and Lytle. When the tenth lap began Robertson had a lead of over four minutes, and was still going like the wind, and it became apparent that nothing but accidents could beat him. When word then came to the stand that he was off the track at Plainview a murmur of sympathy swept over the crowd.

But he got going again in less than two minutes, and swept across the line amid a hurricane of cheers, a winner by no doubtful margin.

As the Locomobile howled over the line the mechanic stood up in his seat and danced in his glee. Robertson himself waved one hand, but clung to the wheel with the other. Then the crowd submerged the course and started home. It was a pretty crumby looking crowd, too, tired and stiff and stained with the marks of a sleepless night and hours of discomfort. But it was about it all the signs of conscious distinction, for had it not seen the big race? Why, certainly.

The William K. Vanderbilt, Jr., Cup achieved the desired result, which his donor intended it, when he donated the trophy to the American Automobile Association in January, 1904, for it was won by an American car in the 25.6 mile contest in 4 hours 48-1-5 seconds. Robertson was the winner. He took the lead in the first of the three rounds of the 23.46 mile circuit, held the lead for the second and third rounds, and held it to the end of the race, defeating Herbert Lytle in the Clifford V. Brookman Italian-built Isotta by 1 minute 48-3-5 seconds. Robertson's average for the race was 64.41 miles an hour. His fastest round, the third, was made in 20 minutes and 54 seconds, an average speed of 62.3 miles an hour. This was the fastest round made by any of the competing cars during the race.

Only Two Officially Timed.

The Locomobile, driven by Robertson, and the Isotta were the only cars that had finished the full distance of the contest when Referee W. K. Vanderbilt, Jr., officially called the race off. Announcer Prunty told the spectators at 10:35 o'clock that the race had officially ended. Willie Haupt completed his ninth round in the Chadwick after the race was stopped, and James Robertson, who was driving the Isotta, completed the race by finishing their eleventh rounds after the timers had ceased their labors, at the command of the referee.

Though none of these three cars were officially timed when they crossed the lap, their time was taken unofficially by Herman F. Cuntz, who said that Lytle's time had been four hours thirty minutes and thirty-five seconds, and Florida's time had been four hours thirty-one minutes and ten seconds, which if the time had been official would have put Lytle in third position and Florida in fourth position in the summary of the race.

The official records, however, merely show that both Lytle and Florida were still running when the race was called off.

Great Confusion at Finish. There was a great deal of confusion along the parkway stretch near the grandstand immediately after Robertson and the Isotta crossed the line. The spectators seemed to be well posted regarding the progress of the contest, and thousands of men, women and boys swarmed across the parkway toward the special trains of the Chesapeake and Potomac, which quickly as Robertson's time had been announced, and it was seen that the car and driver had defeated the Italian car driven by Lytle, even though Lytle had finished the race. Robertson was driving the Isotta, No. 6, had started ten minutes ahead of Robertson, who was No. 16.

Hundreds of the spectators swarmed onto the parkway stretch in front of the grandstand, waiting for the other cars to finish, and then the united efforts of the deputy sheriffs and the Irish volunteers stationed near the tape failed to keep the crowd off the course. The plan of turning streams of water on the too-venturesome ones was tried with great success.

Each one of the stations in the long pit in front of the grandstand was equipped with a hose, and these hoses were used to drive the reckless spectators to a place where they would not be endangering the lives of the racing car drivers and their own.

After the announcement had been made that the race was officially ended, Knox No. 36, driven by William Bourke, made its way slowly through the spectators and finished its ninth round, though its time was not taken officially. Willie Haupt came along after in the Chadwick, but was driving so slowly that no one was endangered.

Florida, in the Locomobile No. 1, however, was the next to appear, and he was traveling rather fast. His car struck a loose wheel, ran about, owned by Jack Johnson, of Greenwich, Conn., and bent its rear axle so it had to be towed away. The big Loco racer glanced off the Johnson runabout and struck the side of a touring car, bearing the New York license No. 33745, pinning a spectator against the touring car. The spectator was taken away in an ambulance.

Lutgen's Presence of Mind.

About three minutes after the mix-up with the Loco racer, Lutgen appeared, coming toward the grandstand, and driving at a very rapid rate of speed, piloted Mr. Vanderbilt's racer through the twisting, shifting path without injuring any one, being roundly cheered for his exhibition of skill and presence of mind.

Seventeen or the expected eighteen starters showed up at the tape to begin the contest. The only absentee being Harry Payne Whitney's Brasier racer, which broke her steering gear on the way to the starting point early this morning. The drizzling rain made things very uncomfortable for the officials and the drivers and mechanics before the starting time, which was delayed from 6 o'clock, the advertised hour, to 6:30, as the officials were of the opinion it was too dark at 6 o'clock to begin sending the racing cars away on their eleven lap journey of the circuit.

The enforcement of non-risk tires was responsible for the cars making slower time than had been expected. Both the Loco and Isotta were equipped with Michelin tires. The winning Loco had a magnetos designed by A. L. Baker, designer of the car, which the Isotta was equipped with an Eisemann magnetos. Mr. Vanderbilt's Mercedes was shod with Michelin tires, and Florida's Loco was fitted with diamond tires.

An Amazing Incident.

One of the interesting incidents between the cries of "car coming" occurred when Judge E. H. Gary, head of the steel corporation and president of the Automobile Club of America, and W. C. McAdoo, the Hudson tunnel man, were standing on the course talking to Mr. Vanderbilt and Chairman Thompson, of the cup committee. The scramble that ensued on the part of photographers to secure their photographs and the Irish volunteers to stop them proved very diverting to the spectators.

All of the cars got away well except the short wheel-base Renault, which balked just before it was time for Robertson to start it away. Some trouble was caused by the Renault, which required thirty-three minutes to fix, before the car finally began its first lap just before the No. 1 Loco, completed its second round of the circuit. The bit, Jr., officially called the race off. Announcer Prunty told the spectators at 10:35 o'clock that the race had officially ended. Willie Haupt completed his ninth round in the Chadwick after the race was stopped, and James Robertson, who was driving the Isotta, completed the race by finishing their eleventh rounds after the timers had ceased their labors, at the command of the referee.

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Order of Drivers by Rounds. Judged by their elapsed time, the drivers ranked as follows for the first round of the race: Robertson, Lytle, Haupt, Salzman, Shroyler, Striker, Lenoir, Kilpatrick, Robertson, Lecker, Benson, Ryall, Gill, Bourke, Seymour and Keene.

In the second round the positions of the four leaders were: Robertson, Striker and Haupt tied for second, Lytle third and Florida fourth.

In the third round the order was: Robertson, Haupt, Lytle and Striker.

In the fourth round it was Haupt, Lytle, Striker and Robertson, the latter having to stop for fires.

minutes 9 seconds, cracked a cylinder on the second round and stopped. Foxhall Keene's Mercedes blew out two cylinder heads on the fifth round and stopped at Jericho for the day.

The Gaves Mercedes stopped on its tenth round at Locust Grove, a fire being the reported cause. It was in third place at the time. Denison's Knox, Florida's Loco, Haupt's Chadwick, Mr. Vanderbilt's Mercedes, driven by Lutgen, Seymour's Thomas, Salzman's Thomas and Bourke's Knox were all running when the race was stopped.

SPECTACULAR GAME LANDED BY SPIDERS

(Continued From First Page.)

on goal. Score, Richmond, 5; Gallaudet, 6.

The Second Score.

Gallaudet received kick off, defending east goal. Gallaudet's left tackle receiving kick and being downed in his tracks by Smith's pretty tackle. Gallaudet attempts to kick, but Davis blocks it, and a Richmond player falls on the ball. Richmond carries the ball to Gallaudet's three-yard line, but the mutes' line holds like a stone wall, and the ball goes over. Gallaudet kicking to her own thirty-yard line. Saunders gets twenty yards on forward pass, and after failing to gain on two tries Chambers attempts field goal, but fails. Gallaudet punts out from twenty-five-yard line, Richmond getting the piskin on her fifteen-yard line. Lankford tips off twenty yards around and Meredith makes first down through the line. Meredith gains fifteen yards more on the forward pass, and Lankford goes forty yards for a touchdown. Chambers landing an easy goal. Score, Richmond, 11; Gallaudet, 6.

Gallaudet receives kick off, defending west goal, bringing the ball back fifteen yards. Gallaudet kicks and O'Donnell recovers ball on his own forty-yard line. Kirk is knocked out and is replaced by Armas. Bailey taking Armas's place at half back. Gallaudet punts to Smith, who comes back ten yards. Richmond College on next play loses fifteen yards penalty for holding, and tries forward pass, but Gallaudet catches it and fumbles. Bailey making first down through Richmond's line. Gallaudet tries field goal from placement, but the ball goes wide. Richmond punts out and O'Donnell comes back fifteen yards. Gallaudet gains twenty yards on forward pass, and time is called for the first half, with ball on Richmond's thirty-yard line.

Gallaudet Springs a Surprise.

The second half begins by Gallaudet receiving kick off, Richmond defending the west goal. Gallaudet's left tackle receives the kick and is downed in his tracks. Richmond tries forward pass, but ball goes over line for a touchdown. Gallaudet kicks to Lankford, who comes back ten yards. Richmond is penalized fifteen yards for hurrying; Davis is thrown for a loss. Richmond kicks to Gallaudet's forty-yard line. Hower gets twenty-five yards on forward pass, but Gallaudet catches it and fumbles. Bailey making first down through Richmond's line. Armas is shoved over for touchdown. O'Donnell kicks goal. Score, Richmond, 11; Gallaudet, 6.

Gallaudet Scores Again.

Richmond kicks off to Gallaudet, defending the west goal. Melniss comes back fifteen yards. Hower works forward pass for thirty-yard gain. Gallaudet fumbles, but recovers the ball. Armas gets first down through center. O'Donnell adds fifteen on quarter back run and repeats the performance for eighteen more. Richmond holds and the ball goes over on downs. Richmond tries line three times and the ball changes hands again. Armas gets twenty-five yards on four line plunges, carrying the ball to the Spiders' two and one-half-yard line. Armas, on the third play, is shoved over for the second touchdown. O'Donnell kicking easy goal. Score: Gallaudet, 12; Richmond, 11.

Richmond Scores Another. Gallaudet kicks to Lankford, who fumbles, and is downed on the fifth-yard line. On the first play after the kick-off Lankford circles left end and runs ninety-five yards for a touchdown. This play was a spectacular one and won the game for Richmond. Richmond falls on goal. Score: Richmond, 16; Gallaudet, 12.

At this score the game remained, for only three minutes of play was left, and the contest closed with the ball in Gallaudet's possession on Richmond's forty-yard line. The line-up:

Gallaudet. Position. R. C. Hower (Capt.)...left end...Saville Gardner...left tackle...Sadler Talbert...left guard...Stringfellow Bell...center...E. Stringfellow Caldwell...right guard...Jones Isaacson...right tackle...Davis Mosey...right end...Saunders O'Donnell...quarter back...Smith Melniss...left half...Meredith Bailey...right half...Chambers Armas...full back...Lankford Touchdowns—Lankford (2). Armas (2). Meredith (1). Goals from touchdowns—O'Donnell (2). Chambers (1). Referee, Knight (Princeton). Umpire,



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ARROW STAKES ARE EASY FOR SPOONER

Who Wins Empire City's Closing Day Feature With Besom Second Up.

EMPIRE CITY, N. Y., October 24.—The race meet at the Empire City track came to a close with the running of to-day's program. The feature for the closing day was the Arrow Stakes, at six furlongs, in which Spooner had an easy victory. Summaries:

First race, six furlongs, two-year-olds, selling—Spell Bound, first; Erbet, second; Jennett M., third. Time, 1:14. Second race, three-year-olds and up, selling, mile and a sixteenth—Goldconda, first; Initiator, second; Dolly Sparker, third. Time, 1:45-3-5. Third race, two-year-olds, six furlongs—Pailed to fill, and was declared off. No other race substituted. Fourth race, the Arrow Stakes, three-year-olds and up, selling, six furlongs—Spooner, first; Besom, second; The Squire, third. Time, 1:12-5-5. Fifth race, handicap, all ages, one mile and seventy yards—Question Mark, first; Telling, second; Gretna Green, third. Time, 1:40-1-5. Sixth race, three-year-olds and up, selling, six furlongs—Hiskra, first; Sarcenese, second; Esoteric, third. Time, 1:14.

Massanutten Defeated.

(Special to The Times-Dispatch.)
WOODSTOCK, VA., October 24.—Massanutten Academy suffered her first defeat to-day at the hands of the Shenandoah Valley Academy team, of Winchester. Winchester team was heavier and repeatedly fooled the home team on the cross-bucks, and delayed passes. However, Massanutten Academy soon got her stride, and scored two straight touchdowns, kicking both goals. Massanutten was considerably handicapped by the loss of Shutters and Miller, who did not play. For Shenandoah Valley Academy, Barrett played the star game at quarterback, holding the team together well. Three touchdowns were made by Shenandoah Valley Academy, one goal succeeding. A good crowd was in attendance. Massanutten. Position. Shenandoah Valley Academy. Barrett...quarter back...Henkel Rudy...right guard...Pendleton Smith...right tackle...Canon Rush...right tackle...Rehels Benchoff...left end...R. Barrett, Irwin, C...right end...Gravett Phillips...left guard...Barrett Magruder...left half...Ryan Irwin, E...right half...Atkinson Harrison...full back...Gilletts Referee—Stickley, Umpire—Benchoff, Timekeeper—Walker. Halves—twenty and fifteen minutes.

Randolph-Macon Wins.

(Special to The Times-Dispatch.)
ASHLAND, VA., October 24.—Randolph-Macon defeated the Richmond Howitzers here this afternoon 11 to 0, in a hard-fought game. Neither side scored in the first half, while the Howitzers played a good game, and Harlan and Seagler, Cox and Chapman made some pretty runs for Randolph-Macon. Rowe and Cooke played a good game for the artillerymen. The Howitzers played a good game, and for Richmond, charmed with the treatment they received in Ashland. The line-up:

R-M. Position. Howitzers. Seagler...left end...Howe Starr...left end...Cox...left tackle...Atkinson Drewry...left guard...Hay Newman...center...Seay Jones...right guard...Ryan Jackson...right tackle...Gilletts...quarter back...Cooke Chapman...quarter back...Sheppard Sessler...left half...Tillery Rowe...right half...Macfarlane Harland...full back...Mickel (Captain) Referee, Trevillian (N. C.). Umpire, Jones (Richmond College). Linesmen, Wunder and Bannister.

W. and J. Easy for Yale. NEW HAVEN, CONN., October 24.—Yale easily disposed of Washington and Jefferson in their football game on Yale Field to-day, 38 to 0. The noticeable feature of the game was the use of the forward pass by Yale and a field goal by Wheaton. Yale's left half back, from the thirty-yard line.

Tigers Win. At Petersburg yesterday the Richmond Tigers defeated Petersburg High School 11 to 0. Brilliant open play and many forward passes by the Tigers were the features.

Billiards and Bowling

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